MILLING

chance.

DIFFERENCE

rately by machinery.

less, are thrown out.

and thoroughness.

other grain.

name of

After we buy the best, each single

The machine leaves nothing

Thin and woody, flat and flavor-

Here is a difference of time, care

The groat that is good enough to

It begins to have a right to the

Best of the Best

Costs you no more than outs which are not as whole one, and which have not been milled as carefully. Quaker to have not been miled as carefully.

FLAVOR

ave time.

profit's make

DIFFERENCE

Their cats are rushed-milk

pass this test is indeed different from

grain is cleaned and judged sepa-

THE PINKHAM CURES

ATTRACTING GREAT ATTENTION AMONG THINKING WOMEN.



Mrs. Frances Stafford, of 243 E. 114th St., N.Y. City, adds her testimony to the hundreds of thousands on Mrs. Pinkham's files.

When Lydia E. Pinkham's Remedies were first introduced skeptics all over the country frowned upon their curative claims, but as year after year has rolled by and the little group of women who had been cured by the new discovery has since grown into a vast army of hundreds of thousands, doubts and skepticisms have been swept away as by a mighty flood, until to-day the great good that Lydia E. Pinkham's Vegetable Compound and her other medicines are doing among the women of America is attracting the attention of many of our leading scientists, physicians

and thinking people.

Merit alone could win such fame; wise, therefore, is the woman who for a cure relies upon Lydia E. Pinkham's Vegetable Compound.

FOOTPADS CAUGHT IN MORGUE.

Escape Through Basement After Attempted Holdup.

The Reverend William Smith will deliver a lecture to-night under the auspices of the St. Mark's Men's Club in the Sunday school room of St. Mark's Church, corner of Washington avenue and Fortieth street. His subject will be "A Visit to the Land of Burns and Scott," illustrated by means of stereopticon views.



Hospitality's Charm.

From its maturity, purity flavor, quality.

Hunter **Baltimore Rye**

DAVID NICHOLSON, St. Louis, Mo.



WEALTHY MEN PARADE IN DELIVERY WAGONS

Members of Horse Show Association Furnish Amusing Features of Night's Programme.

ACCIDENT OCCURS IN ARENA.

Inmates of Orphan Institutions Enjoy Exhibitions of Rich Children's Ponies and Fancy Teams at Matinee.

Wealthy men driving delivery wagons furnished the amusing feature of the horse show programme last night. When A. A. Busch, Max R. Orthwein and other wealthy members of the Horse Show Association came forth from the stable gate, sitting on the front seats of "butcher, baker and candiestick maker's" wagons, the entire as-semblage got up and yelled.

Naturally the first prize and blue ribbon went to the sure-enough delivery driver of went to the sure-enough delivery driver of the Prufrock Furniture Company. The moral of this should be that the millionaires had better stick to their four-in-hands, tilburys and tandems and leave delivering to the men who know how to do it. No doubt the millionaires are not anxious to exchange their position for that of the deliveryman.

The evening was a very pleasant one and saw a much larger enough each than the man went to the saw a much larger enough each than the man and Mrs. Charles I. Chark, Miss Ind. Meller.

No. 13—Mrs. F. H. Britton, Mr. and Mrs. N. W. Waldon.

No. 16—Mrs. F. W. Nolker, Miss Ellen O'Nell, Fred W. Nolker, Louis T. Walker.

No. 16—George R. Manning, Mrs. S. Hopperkamp, Fred C. Hanke, Miss Alice Moore, Miss Heien Moore.

No. 13—Mrs. F. W. Nolker, Miss Ellen O'Nell, Fred W. Nolker, Louis T. Walker.

No. 14—Mrs. F. W. Nolker, Miss Ellen O'Nell, Fred W. Nolker, Louis T. Walker.

No. 14—Mrs. F. W. Nolker, Miss Ellen O'Nell, Fred W. Nolker, Louis T. Walker.

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No. 14—Mrs. F. W. Nolker, Miss Ellen O'Nell, Fred W. Nolker, Miss Ellen O'Nell,

aw a much larger crowd out than the previous night. The events in the arena grow more interesting each night, and the assemblage appreciates them better.

The matinee was a very pleasant affair. Through the consideration of the Horse Show Association the orphans from the various institutions of St. Louis were invited to attend the show. Some 2.000 children from the asylums saw the rich children's ponies and fancy teams exhibited and seemed to hugely enjoy the spectacle. The orphan children were all handsomely dressed and their appearance reflected the itmost credit on the institutions which provide for them.

RUNAWAY CAUSES EXCITEMENT. The evening events went off without a hitch, though Mr. L. H. Handy's roadster, His Highness, driven by Mr. S. M. Parker, made too short a turn in the opening

ings, suitable for riding and driving, G. Kingsbury won easily from Callaway Boy, Little Folks Hugely Pleased by Exhiwho beat him on the previous night. Calia-way Boy was second and Eclipse, who was third the previous night, was third hera.

kingsbury won easily from Callaway Boy, who beat him on the previous night. Callaway Boy was second and Eclipse, who was third the previous night, was third here. Eclipse is a grand horse and made a spiendid abowing, but acted green. His conformation is excellent and he will be hard to beat by the best inter on.

John S. Bratton's good pair, His Highness and Maybird, won the interesting, apprty tandem class. In this class the drivers must unhinten the leaders and ride them over a jump. Harry Granam, Mr. Bratton's head man, nandied the tandem in great style and Maybird's excellent showing over the finess won tor Mr. Bratton. Granam rode the mare splendidly. Mr. Asabrook or Kangon was first over the jump, but his leader hit the rails. Graham was over second with Maybird. Mr. Authors was first in the said die of his leader, but his foot missed his left sturrup and he did not get over the fence in the mast of the team.

Mr. Bratton's also grow is hands. May Surpise gave a spector is hands. May Surpi

team in a butcher wagon owned by the Maryland Market Company. Mr. A. R. Busch drove the Corroran produce wagon, while Mr. Bratton drove an Anheuser-Busch beer wagon. First prize went to the Busch beer wagon. First prize went to the W. Prufrock Furniture Company, while Mr. Busch took second with the Corcoran Produce Company. Mr. Orthwein was third with the Maryland Market Company

with the Maryland Market Company wagon.

The class for high jumpers saw some pretty work. Willie Price, Maybird, Thistledown, Timpertopper, Mavergo, The Bard, Rupert and others did well over four and one-half feet of honest timber. Rupert is well liked to break the world's high-jumping record at this show, but he missed his first fence yesterday. Bloomingtona, a beautifully formed horse and sure jumper, won the class. The Bard was second and Myopia third. Mada Marantette's boy and

girl, on their jumping ponies, gave a splen-did exhibition, both afternoon and evening.

FASHIONABLE SOCIETY FILLS **BOXES AND FRONT SEATS**

The boxes and front rows of seats were again filled with well-dressed men and women, representative of St. Louis fashion and society. The handsome tollets were of a kind that were not seen at either the first or second night. Sociability prevailed, and there was much

visiting from box to box. The promenade was again popular, and at some time in the evening nearly all of those occupying boxes swung round the circle. Not only the men but many of the women insisted upon leaning over the rall for a better view of some favorite in the ring. There seemed to be more interest taken in the horses than formerly, and when the jumpers were being shown every one manifested much

being shown every one manifested much interest.

Nor-1-Mr. and Mrs. Byron Nugent, Miss Julia Lake and Byron Nugent, Jr.

No. 2-Mirs. Calvin Lightner, Mrs. T. P. Conant, Mrs. Charles W. Nugent, T. P. Conant, Doctor and Calvin Lightner and Charles W. Nugent.

No. 8-F. W. Jones, Mrs. Jones, Mrs. Church and Thomas W. Couch.

No. 4-Mr. and airs. W. C. Arthur of Mount Vernon, ili., Miss Eleanor C. Smith of Hoston, Mass., Mr. and Mrs. Millard, S. H. Fullerton.

Mount Vernon, Ill., Miss Eleanor C. Smith of Roston, Mass., Mr. and Mrs. Millard, S. H. Fullerton.

No. 6-P. B. McCormick, Judge Foss, Farmington, Mo.

No. 8-Miss Viola Benoist, Miss Josephine Salorgne, Miss Marie Hughes, Evansville, Ind.; Mr. and Mrs. Jean Chopin, Doctor George Chopin, Arthur Meyer, George Vant, No. 19-Mr. and Mrs. Thomas A. Bell, Mr. and Mrs. Willard Teasdale, Mr. and Mrs. Alonzo Ascuff.

No. 12-Mr. and Mrs. G. J. Tansey, Mr. and Mrs. Charles T. Clark, Miss Ida Mellier.

No. 13-Mr. and Mrs. Charles D. Ward, Mr. No. 13-Mr. and Mrs. Charles D. Ward, Mr.

No. 17-Mr. and Mrs. Schmitz, Miss Lillie Anheuser.

No. 18-Mr. and Mrs. C. L. Peters.

No. 20-Mr. and Mrs. T. Bertram Cady, Miss Moreau, W. Biancl of Philadelphia.

No. 22-Joseph W. Ames, William M. Armstrong, Miss Eugenia Getner.

No. 23-A. H. Curtis.

No. 23-Mr. and Mrs. A. W. Lawnin, Miss Gertrude Rockwood, Mr. Agiar.

No. 25-Commander William A. Marshall, U. S. N., Miss Marshall, Mrs. E. C. Tettmann, Miss Tetttmann, Miss Emma F. Tettmann, Miss Tetttmann, Miss Emma F. Tettmann, W. 25-William Goldi, Jr., Gaston Akroun, Walter Gardner and J. F. Terfening.

No. 27-Sam Lazarus, Mrs. Sam Lazarus, Miss Louise Scarritt and Miss Hemietta Lazarus.

No. 36-Mr. and Mrs. G. L. Kann Ed. Lazarus.

No. 30-Mr. and Mrs. G. L. Kann, Ed Obermeyer, Miss Wainwright and Miss

Sciomer. No. 32-Miss Nellie B. Harins, Mrs. F. T. Christman, Leontine Cairus and Mrs. N. G. Housard. No. 33-Mrs. E. C. Simmons, Miss Glenn, Misses McRee, F. Seymour Hail, G. W.

CHILDREN ENJOYED THE PONIES. bition at the Matinee.

Mr. Bratton swept the tandem class easily, taking first and third, while Crow & Murray ran second.

In trotting stallions Kentucky's Peak, owned by J. R. Peak of Winchester, Ill., repeated his victory of last year by beating Mr. Bratton's Three Tipa. This was a very interesting ring.

The open ring for roadsters saw Rhea W. win over Max Orthwein's Harry, who was given the ribbon over her on Tuesday night. Appointments scored in this class and Mr. Orthwein's runnbout was not regarded as the equal of Mr. Carling's rig. Hence Harry ran second to Rhea W. Rhea put up a splendid showing and deserved her ribbon. She is a beautiful mare, bar a little choppy action in front. Harry acted as usual, a grand rough horse, but one in need of training, gaiting and especially to have his hind legs set up under him.

Doctor Rust's Viamella beat Harry for second place. She is a nice liftle thing, even and well gaited, but of no particular force, bene, or aggressive merit.

An exciting incident of the proceedings.

The evening events of without a through Hodging.

The footpade took refuge in the hasometrical, several goldenous of the Cutting in the hasometrical, several pollenous of the Cutting in the property of the Cutting in the

"Daylight Special" Will Be on Exhibition in St. Louis Next Tuesday.

The Illinois Central has newly equipped its "Daylight Special," the St. Louis-Chicago train, at a cost of \$300,000, it is announced, and will put the new cars into service on Wednesday, November 12.

This new and effectively decorated equipment for the St. Louis-Calcago "Daylight Special" train will be on exhibition in St. Louis at the Union Station, on track 13, from 10:30 a. m. to 3:30 p. m., Tuesday, November 11. C. C. McCarty, division passenger agent, has sent out invitations to the public to inspect the handsome equipment, which will go into regular service on the regular schedule departing from St. Louis at 11:35 a. m.

In matter of construction every car is specially equipped to add to the comfort of the road's patrons. Many innovations have been introduced, which will add not only to the beauty of the train, but which are of practical value to the traveling public. The train consists of five cars, made up as follows: Buffet-library car, parior car, dining car, free reclining chair car and smoker.

This train, fully made up, will be placed on the Union Station track, the cars all open, during the hours named, for exhibition, and representatives of the Illinois Central will show visitors through. The exterior of these cars has been made very attractive by using a new and effective combination of colors—brown and a very light green. On the whole, Mr. McCarty states that the attractive exterior decoration and the elegant and luxurious interior combine to make a very handsome train.

The "Daylight Special" was first put on as a mid-day train between St. Louis and Chicago on May I, and the train has passed the experimental stage. Unquestionably the "Daylight Special" was first put on as a mid-day train between St. Louis and Chicago on May I, and the train has passed the experimental stage. Unquestionably the "Daylight Special" will be the finest train on the Illinois Central System. "The general interior color scheme of mass green and light

"Old" Burlington Stockholders Meet. Chicago, Nov. 5.—The annual meeting of the Chicago, Burlington and Quincy Rail-road (the old) Company stockholders was held here to-day. The old directors were re-elected except J. W. Sterling, who is succeeded by Robert Bacon of New York. The directors of the road will meet in New York and elect officers.

Important Rock Island Appointments Topeka, Kan., Nov. 5.—C. L. Nichols, formerly superintendent of the Illinois division of the Bock Island, has been made superintendent of the Nebraska division of the road, with headquarters at Fairbury, Neb. F. O. Melcher of the Boston and Maine road will take Nichols's place. H. O. Sworthwood was to-day made assistant superintendent of telegraph of the Rock Island in place of A. R. Lingafelt, resigned.

REPUBLIC SPECIAL

REPUBLIC SPECIAL

Clinton, Mo., Nov. 5.—In the Henry County Circuit Court to-day Judge W. W. Graves decided that a Postmaster cannot legally hold the office of Mayor. The decision was brought out by quo warranto proceedings against Postmaster-Mayor C. A. Noll of Deepwater, and were instituted by Doctor J. R. Howard, whom Noll defeated at the spring election. Judge Graves found, however, that Doctor Howard was not entitled to the place, and another election must be held.

PLATTSBURG, N. Y.—In a drunken row at Saranac Lake, John Mooney shot and killed a woman named Bessette, fatally wounded his sister. Miss Mooney, and shot John McLellan through the lungs McLellan will recover. Mooney was arrested.

MORGAN TO FINANCE TERMINAL MILLIONS

is just as easy to

Walsh, Yoakum and Ingalls Negotiate With St. Louis Association's Fiscal Agent.

ST. LOUIS OWNS THE FRISCO.

Santa Fe May Enter St. Louis Over Wabash-New \$200,000 "Daylight Special"-Switchmen Ask Increase.

Negotiations with J. Pierpont Morgan & Co. are under way, it is understood, to finance the issue of bonds to be made by the Terminal Railroad Association of St. Louis. The immediate amount involved is \$18,000. 000. To whom the mortgage will be made is not definitely stated, but the Central Trust Company of New York is mentioned

in the negotiations.

Julius S. Walsh, president of the Terminal; Benjamin F. Yoakum, president of the Frisco, and M. E. Ingalls, president of the Big Four, forming the special committee appointed at last week's meeting of the Terminal executives in New York to re-port on the admission of the Rock Island to the association, it is stated, have made the arrangements with Morgan & Co. to

inance the newer company.

No official statement is yet ready for publication, but doubtless will be from both the special committee and Morgan & Co. within a few days.

As heretofore stated in The Republic, the

Terminal will need about twenty millions for improvements and to pay for the new properties acquired within the last few months. The exact amount, it is stated, which will be needed for present requisements, is \$18,000,000, which will leave \$18,000,000 of the new issue to take care of the present outstanding bonds and \$14,000.000 for future requirements.

The firm of Morgan & Co. has heretofore

been the fiscal agent for the Terminal and the Merchants' bridge and other properties, The stockholders of the Terminal will

meet in St. Louis on December 10 and for-mally act upon an increase in the capital stock from \$12,000,000 to \$50,000,000 and the increase in the bonded indebtedness from \$12,000,000 to \$50,000,000.

The Wiggins Ferry Company will hold a stockholders' meeting on November 11, and soon it is expected that the various properties involved will be transferred and that the Terminal membership will be increased by the other railroads in St. Louis not now

DEMAND WILL REACH ST. LOUIS.

Settlement of Wage Increase Question May Affect All Switchmen.

May Affect All Switchmen.

Requests for increases from switchmen, it is understood, have been received by several of the railroads entering St. Louis, which will have to be acted upon in thirty days. The general request is for 5 cents an hour more than the present scale of 25 cents, with a proportionate request for night work and for foremen.

The general managers are awalting the result of the demand for an increase in Chicago. It is expected that the Chicago roads will have an answer for the switchmen within a few days, and then the whole matter will come before the St. Louis managers, who probably will follow the action taken in Chicago.

If the demand is granted, the switchmen will receive an advance over that received by the brakemen or trainmen, but the former have much harder work, as they are in the yards where the work is continuous, and the trainmen have opportunity, for rest.

The demand for increase in wages is general, but no trouble is anticipated, because of the present conservatism of the employes and the managers.

L. & N. ANNUAL REPORT.

Gross Earnings for Year Were Over Thirty Millions. Louisville, Ky., Nov. 5.—The annual meeting of the stockholders of the Louisville and Nashville Railroad was held here today. Aside from receiving and approving the annual report of President Milton H. Smith, no business was transacted, and an adjournment was taken until December 17 in this city.

Smith, north was taken unto adjournment was taken unto this city.

The report of President Smith, which was read by Secretary Ellis, showed that curing the fiscal year ending June 30, 180, the gross earnings of the road amounted to

30,712,257, while the net earnings were \$9,-809.315.

The operating expenses for the year were \$20.902.473. On June 30, 1802, the company was operating 3,444.13 miles of road, while it was interested in 1,822 miles of road operated under separate organization, and owned 274 miles operated by other companies, making its total mileage 5.561.87.

No mention is made of the transfer of the road to the Atlantic Coast line.

Pan-roasting is where most millers

GRAIN

DIFFERENCE

The Quaker quality of grain is not easy to find.

To supply the needs of the Quaker mills we must search the country far and wide.

We watch where the good oats grow. For even as it grows the

Sun may shrivel—or too much

rain spoil the crop. But where the crop is best, we are there to choose the best of the best.

There is that much difference in

the Quaker grain—before it starts for the Mill.

This is only the first difference in

FRISCO OWNED IN ST. LOUIS. Yoakum and Campbell Buy Seligman

Stock and Issue Official Statement. REPUBLIC SPECIAL. New York, Nov. 5.—By the purchase of 24,000 shares of St. Louis and San Francisco stock to-day from J. & W. Seligman & Co., the New York bankers, the Frisco road is now owned and controlled absolutely in St. Louis.

Benjamin F. Yoakum, president of the Frisco, and James Campbell of the Executive Committee to-day took over the stock held by the Seligmans, after which the followins official announcement was made:

"For some time past the Western Interests, though not actually owning the control of the St. Louis and San Francisco Railroad Company, has substantially controlled it through an agreement which placed the voting power in their hands for five years. "They have recently further strengthened their control by purchases of large blocks their control by purchases of large blocks of stock, so that they now hold the absolute control. Messrs. J. and W. Seligman & Co. have disposed of their pooled stock to these Western interests, and at the coming annual election will retire from the board. The relations between Messrs. J. and W. Seligman & Co. and the other parties will continue as heretofore, harmonious."

The acquisition of the Seligman stock, following that of the Chency interests in Boston last week, it was learned to-night, is for the purpose of concentrating ownership

lowing that of the Chency interests in Boston last week, it was learned to-night, is for the purpose of concentrating ownership of the Frisco in St. Louis, instead of having it divided. Boston and New York stockholders have heretofore been factors in the management of the road. These parties are now eliminated, and the road's policy will hereafter be dictated in St. Louis.

The annual election will take place in St. Louis on November 19. Mr. Yoakum left for home to-night to attend the annual meeting, while Mr. Campbell remains in New York to attend to other matters, in which the Frisco is concerned.

Upon the arrival of Mr. Yoakum in St. Louis he will conclude negotiations for the taking over of the St. Louis and Guif road, which will connect the Frisco with the Chicago and Eastern Hilnois at Thebes. All arrangements for the taking over of this connecting line, Mr. Yoakum said to-night, had been made and only a few minor details remained unsettled.

James Campbell declined to-day to name the members of the voting pool which will control the destinies of the St. Louis and San Francisco for the next five years. President Yoakum has recently given so many explanations of the arrangement that he now decline to discuss it. It is assumed, however, that the pool consists of H. Clay Pierce of the Waters Pierce Oil Company of St. Louis, D. R. Francis, James Campbell and B. F. Yoakum.

At the annual election to be held next Monday it is proposed to authorize a bond issue to finance recent acquisitions.

NEW WABASH EXTENSIONS.

Plans Many Connections in Pennsylvania and Eastern Ohio. REPUBLIC SPECIAL

Pians Many Connections in Pennsylvania and Eastern Ohio.

REPUBLIC SPECIAL.

New York, Nov. 5.—According to the plans of the syndicate back of the recently consolidated Pittsburg, Lisbon and Western Railroad, the Wabash system is destined to have new connections between important Ohio points and the Pittsburg Industrial region. The Wheeling and Lake Erie, which is owned by the Goulds, and is a part of the Wabash Railroad system, is believed to be back of this project. This road will be connected with the Pittsburg, Lisbon and Western at Minerva, O., by the construction of eighteen miles of new lines from Lisbon to Minerva.

Besides occuring a new east and west line between Newcastle, Pa., and Minerva, O., the projectors of this recent consolidation of Western railroads will also secure a new north and south line from Steubenville, O., to Ashtabula Harbor. The old Pittsburg, Lisbon and Western Railroad extends from Lisbon, O., to New Gailee, Pa., a distance of twenty-five miles, and surveys have been made for an extension from the last-named place to Eliwood and Newcastle, about fourteen miles, and also for the western extension to Minerva.

A new line is being built from Salem, O., to Ashtabula Harbor, which will greatly increase the traffic facilities of the Wheeling and Liske Erie. By the time that the Wahash's line into Pittsburg is completed and in operation that interest will control railroad communication in a large section of Northern Ohio.

Railroad construction in the Pittsburg region is unprecedented at the present time. For the past two years the freight output of this remarkable industrial center has overtaxed the capacity of all the railroad in operation there. In consequence of these conditions the Pennsylvania Railroad and the Wabash are spending millions of dolars in and around Pittsburg. It is a fair estimate that \$40.000.000 will not cover the aggregate outlay for railroad improvements in the Pittsburg district for the next two or three years, which will see the completion of the work already

SANTA FE MAY ENTER ST. LOUIS. Would Use Wabash From Lexington

REPUBLIC SPECIAL. REPUBLIC SPECIAL.

St. Joseph, Mo., Nov. 5.—A Santa Fe official is authority for the statement that that company will establish a short line between this city and St. Louis, using the Wabash tracks from Lexington Junction.

The Wabash will come into St. Joseph from Lexington, over the Santa Fe tracks,

Wabash officials in St. Louis state that they have no knowledge of an arrangement by which the Wabash will run through trains between St. Louis and St. Joseph, and the Santa Fe enter St. Louis over the former road's tracks. If such an arrangement is being made, it probably is for the World's Fair period; if not for t

CENTRAL BUREAU COMMITTEE let Yesterday and Will Meet Again in St. Louis on November 17. in St. Louis on Revember 17.

The special committee having in hand the formation of the central bureau for advertising the Southwest met in St. Louis yesterday at the headquarters of the Southwestern Passenger Bureau.

Present were: John Sebastian, passenger traffic manager of the Rock Island; Bryan Snyder, passenger traffic manager of the Frizco; George T. Nicholson, passenger traffic manager of the Santa Fe; H. C. Townsend, general passenger agent of the Missouri Pacific and the Iron Mountain; C. M. Fratt, chairman of the Southwestern Passenger Bureau and E. W. Thompson.

M. Pratt, chairman of the Southwestern
Passenger Bureau, and E. W. Thompson,
easistant general passenger agent of the
lines of the Rock Island west of the Missouri River, Kansas City,
The committee went over several hundred
applications for the position of joint agent
and adjourned without taking final action,
to meet again on November II, the day lefore the meeting of the Transcontinental
Passenger Association in St. Louis.

Begins Hearing in Chicago-Ra Better Shape Than Ever.

Begins Hearing in Chicago-Raise in Hetter Shape Than Ever.

Chicago, Ill., Nov. 5.—Members of the Interstate Commerce Commission assembled in Chicago to-day and will begin to-morrow an investigation relating to the charge by the Chicago Live Stock Association that discriminating rates against live stock are in effect in the West.

Railroads between Chicago and the Missouri River are charging is and 20 cents on packing-house products and 33% cents on cattle. Chairman Knapp of the commission said to-night that they proposed going fully into the matter with a view to making a ruling that would govern unmistabably in the matter. With reference to rates in general Mr. Knapp said:

"The commission has found the rate structure of the commission has found the rate structure in the last few months than it ever has been since the passage of the Interstate Commerce act. In my judgment the injunctions issued by the United States courts restraining cut rates and preferences have been effectual and have proved a splendid thing for both the railroads and the shippers. The commission would, therefore, like to see them made perpetual, for we are of the opinion that they have resulted in causing traffic all over the country to be carried on the published tariffs. They have made actual and published tariffs synonymous."

Freight Rates to the Southwest. Memphis, Tenn. Nov. 5—A meeting of freight traffic officials was held here to-day for the purpose of discussing rates from St. Louis to the Southwest. The meeting was behind closed doors. But it is understood a number of other important subjects were discussed. Among those present were rapresentatives of the Louisville and Nashville, Nashville, Chattaneoga and St. Louis, Frisco, Southern, Iron Mountain, Illinois Central, Mobile and Ohio, Seabord Air Line, Alabama Great Southern and Central of Georgia.

HAVE YOU ANY OF THESE

ymptoms of a Very Common Trouble?

There is no disease so common in the United States as Catarrh because it appears in so many forms and attacks so many different organs.

It is a common mistake to suppose that catarrh is confined to the nose and throat. Any inflammation of the mucous membrane wherever located, accompanied by abnormal secretions, is catarrh. Catarrh of stomach or bladder, or intestines is nearly as common as nasal catarrh and much more serious, although it is true that stomach catarrh and estarrh of other internal organs is the result of neglected nasal catarrh. A new remedy has recently appeared which so far as tested seems to be remark, ably effective in promptly curing catarrh, wherever located. The preparation is sold by drugg-sts generally under name of Stuart's Catarrh Tablets, and in addition to being very palatable and convenient, possesses extraordinary merit, in many casses siving immediate rellef from the coughing, hawking and constant clearing of the throat and head, those symptoms with which every one is familiar who has ever suffered from colds in the head and threat. Catarrh is simply a continuation of these symptoms until the trouble becomes chronic and grows gradually worse from year to year.

Stuart's Catarrh Tablets are composed of

and grows gradually worse from year to year.

Stuart's Catarrh Tablets are composed of Hydrastin, Red Gum and similar antiseptics and catarrh specifics, from which it will be seen that no secret is made of the ingredients and also that no mineral poisons are used, as is the case with many well known catarrh medicines.

For catarrh of the nose, throat, bronchial tubes, for catarrh of stomach, intestines or biadder no preparation is so safe and gives such rapid and permanent results as Stuart's Catarrh Tablets.

All druggists sell them at 50c for full sized package. You can use them with assurance that you will not contract the cocaine or morphine habit, as the results from this catarrh cure are apparent from the first day's use.